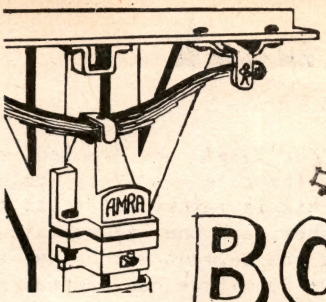


Editorial JOURNAL BOX

WHY SHOULD YOU BE A CLUB MEMBER?

My definition of a club is a group of ersons who gets together regularly with a articular common interest.

It is most important that people interested in model railways should form into lubs. Why? There are several reasons hich come to mind.

. Ours is a hobby which covers many aspects of skill and knowledge. Most of us an contribute something in at least one f these areas. There is a great deal of leasure to be gained by giving as well as eceiving this knowledge and skill.

. Ours is a hobby which needs space and umbers to achieve the greatest enjoyment space to operate a reasonably large layut, and a number of bodies to operate it.

. We all get a great deal of pleasure rom display and discussion - indeed, many lubs, A.M.R.A. branches and sub-branches ave neither clubroom nor club layout.

So if you are not a club member, you ill be doing yourself a favour by becomng one.

If you are a member, you can improve our club by recruiting and doing something ositive yourself to retain members.

The bigger the club, the bigger the facilities and the wider the skills and knowedge.

Are you doing your bit?

ALLAN DOWEL.

COVER PHOTO

58 Class heavy good locomotive of the N.S.W.G.R. Photo courtesy N.S.W.T.D.

CONTENTS.

	Page
Secretary's Desk	2
R.R. for Short	3
Simon's Railway	8
The Penn Central	9
The Electrical Side	11
A Basic Problem Solved	14
Trees	15
Branch Reports	16
Pop Valve	17
Shop Spy	17

CREDITS.

Editor:	Allan Dowel, 82 East Boundary Road, East Bentleigh, Vic. 3165
Publisher:	Jack Treseder.
Art Work:	Joseph Fenech.
Typing:	Mrs. Medlin.
Printing:	Maskell and Blake, Korumburra, Vic. 3950

National Secretary:	REX LITTLE, 48 Esdale Street, Nunawading, Vic. 3131
National Treasurer:	JACK TRESEDER, 55 Creek Road, Mitcham, Vic. 3132
National Registrar:	M. R. BAKER, 256 Reynards Road, Coburg, Vic. 3058
Cover Design:	JACK TOWNLEY, Korumburra, Vic. 3950

Secretary's Desk

Now that I have settled in as Secretary, I am getting round to writing my first piece for Journal.

Following Cedric Rolfe's resignation last November, I was appointed Secretary. Then in December, the President, Eric Doherty, resigned and the Vice-President, John McNabb, stepped in to fill this vacancy. At the December Committee meeting, Ken Elder was appointed Advertising Manager for Journal and Jack Treseder was appointed Publisher.

I have had a few queries from new members asking for Beginners' Guide and Standards. Both of these are in the process of reprinting, the Beginners' Guide now only awaiting the cover and the Standards should be completed soon. The Standards sub-committee is to be convened to prepare additional material for inclusion in Standards and when completed these will be sent to all members.

I hope you are finding the new format of Journal satisfactory now that the teething troubles are mostly overcome. With bulk postage (with its extra burdens for the Committee), the new format of Journal and new advertising, we are better off financially than we were before.

I am happy to report that our membership for 1967-68 is over 350, which is an increase over last year at the same time. However, quite a few of our 1966-67 members have not renewed. Your Committee is hoping that if membership continues to increase and our fixed costs remain much the same, we will be able to assist existing Branches and help to create other branches and sub-branches by active assistance or financial help in the way of small loans or grants.

The matter of bringing our Association more before the public has been exercising the minds of your Committee and the Advertising Manager will be writing an article for Journal on this subject. He will also approach other model railway magazines to enlist their help to advertise our Association.

On the question of advertising, there has always been a place in Journal for members' "For Sale" and "Wanted" advertisements. The rate was "per column inch" but as this is rather difficult to compute by a member, and the Advertising Manager requires the payment with the advertisement, the Committee has passed a resolution altering the rate to 2c. per word. This way we hope members will be more readily able to avail themselves of this facility in their Journal.

Over the last three months, I have only had two queries from members to pass on to the Advisory Panel. The members of the panel make themselves available to help members and although I don't want to overload them with work, there must be a few members with some model railway problem. It is hoped to have a "Question Corner" page in Journal and it is thought that some of the queries sent to the Advisory Panel could be used for this page.

Finally, and again relating to advertising, your Committee has decided to change its title from Federal Committee to National Committee. It is thought that the title "National" better describes our membership, which embraces all States and Territories of Australia.

Happy modelling.

REX LITTLE
National Secretary

ADVERTISING.

We will be starting a FOR SALE and WANTED page. The rates will be 2 cents per word (10 words 20 cents) for members and 3 cents per word for others. If you have any unwanted items for disposal, or require some particular item, send us details. Mark your letter (outside) "Sale Wanted" and send it together with a Postal Note in favour of A.M.R.A. to:-

The Advertising Manager (K. Elder),
Australian Model Railway Association
c/- Box 4562, G. P. O.,
MELBOURNE, Vic. 3001

R. R. For Short

by Frank Sibson

No - not short for "railroads" (American tyle) but for "ridiculous railroads" (or railways", according to their whereabouts). ost of them are in the U.S.A. - in Holly- ood to be exact - but there has been at east one international one, with its Board f Directors in Britain and its operations xtending to both sides of the Atlantic, as e shall show right away, for it was the ost remarkable of them all.

It made a brief appearance in the other- ise excellent film version of the H. G. ells novel "The Invisible Man". Not the ecent children's TV series which rings the hanges on the immortal "Western" theme of he goodies and the baddies, with the In- isible Man as Principal Goodie (and very, ice, too), but the British film that really id try to follow the book.

The Invisible Man (invisibly) entered an nglish country signal box. He seized a ot of geraniums from the row along the indowsill, crowned the signalman therewith nd pulled over a couple of levers. We ere then shown point-blades and a signal hanging.

Thereupon, an American train headed by hat looked like the prototype of one of hose Japanese-made beauties we all know bout (which would make my mouth water if I asn't working in HOn3½) came roaring hrough a mountain gorge, derailed itself ust before reaching a bridge and crashed nto the great, deep wild river far below.

Quite apart from the amazingly long-dis- ance "block" attributed to that little sig- al box, whoever heard of a railway with a igh Dive branch, duly signalled?

I know what happened in the studio. The ignal box episode was in the book. So far .K. Then the producer (director, or what- ot) yelled: "Railway accident! Come on! AILWAY ACCIDENT, YOU!"

Whereupon the incidental effects man's econd yes-man's nodder's assistant (for etails of these professions see the P. G. odehouse classic) reached into a pigeon- ole marked "railway accident" and that was ost efficiently that ...

I mentioned the "goodies and baddies" theme a moment ago. Where would the Casey Jones TV series have been without it? (We saw even that odd Hollywood discovery, the dam that bursts when it overtops the meticulously placarded maximum safe level because, unlike all other dams I've ever seen or heard of, it hasn't got a spillway.

Now, apart from the fact that the Casey Jones series bears no relation to the true story of the real-life John Luther Jones, top link driver of the Illinois Central (a story I'd like to retell in a future issue of the Journal, for I have the details), just about every railroading detail that could be wrong in that otherwise attract- ive series is every bit as wrong as it is possible for a film studio to make it - which is more incorrect than anything ever was or could be in real life.

The heroine of the series is genuine enough. That little old 4-6-0 with the long narrow fire-box (revealed by the gap between the second and third pair of coup- led wheels) didn't have to be faked and couldn't be messed up because she is a real engine, carefully preserved. But the real Casey never drove anything so old- fashioned as that engaging little wood- burner - not in the passenger service, any- way, and if he ever drove one in his pre- vious freight service, that could only have been at the very beginning of his career as an engineer. (It is appropriate to use the American term in this article). For nearly all his freight service, he drove a handsome "Consolidation" that was brand new when exhibited at the Columbian World Exposition in Chicago in 1893. It was from this engine that he graduated to the "Cannonball". (In those days, almost every fast train in the U.S.A. was called by that name!) And his engine, No. 382, though a ten-wheeler (4-6-0), was for 1900 (when he graduated to express running) the latest thing in locomotive design.

Varney's make a model of her. You'll see a tiny black-and-white illustration of her in the America's Hobby Centre adver- tisements in the Model Railroader: "Var- ney's Casey Jones kit, all metal, working headlight, permag motor, with tender, $14.95."

Now, back to that film series.

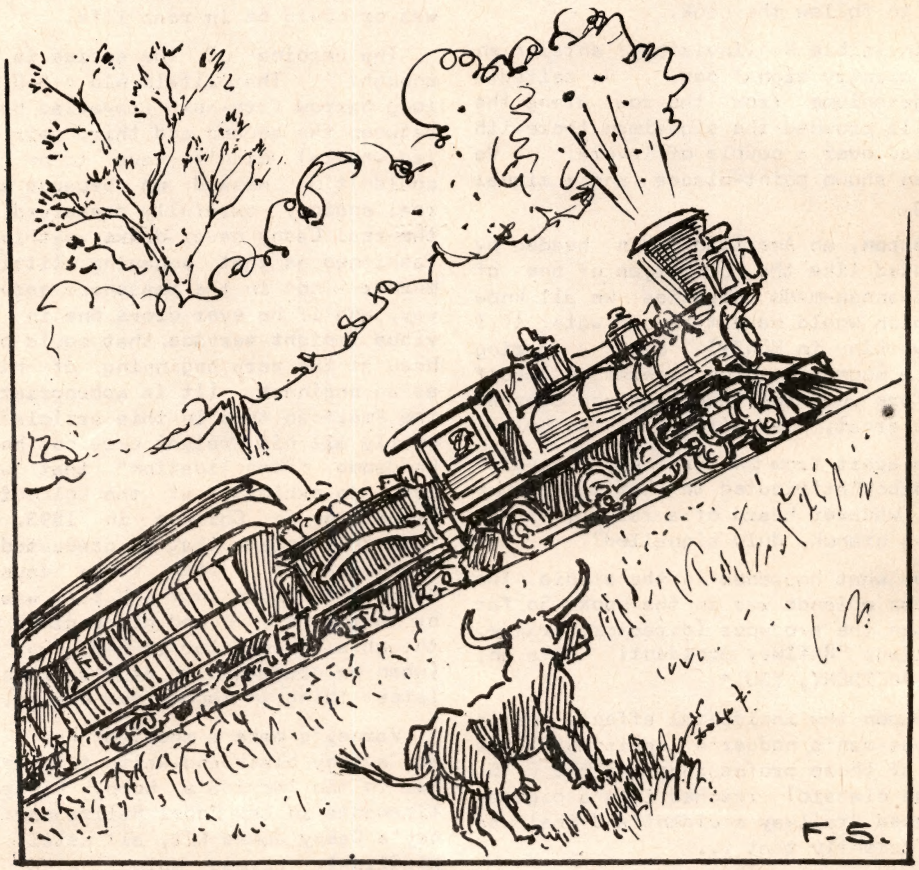
Oh! How they do treat that pretty little wood-burner - or they seem to! That absurd view of the coupled wheels doing half a revolution in reverse every time she stops in a station or at a water-tower was probably "shot" only once, a "companion shot", kept in the next pigeonhole to the "emergency stop" one, where the wheels fairly fly round backwards (which of course is correct: an emergency stop includes putting the engine in reverse and giving her full throttle).

But why, in this series, does pulling the emergency cord sometimes just blow a special little whistle (whereupon Casey anxiously does the needful), but at other times, slam on all the brakes and haul the "Johnson bar" right over, all by itself, making poor old Casey and Fireman Wally, startled out of their wits, produce dent in the boiler backhead with their heads?

Where was I? Oh yes: how not to sto "The Cannonball".

Perhaps you noticed the "Armstrong brak hand-wheels in the frequent views we had o the coach end-platforms. This was usuall when somebody was jumping on board fro horseback, or being thrown off, or undoin the "knuckle" couplers - with which a trai of the vintage shown could not have bee equipped: they'd have been the "link-and pin" type.

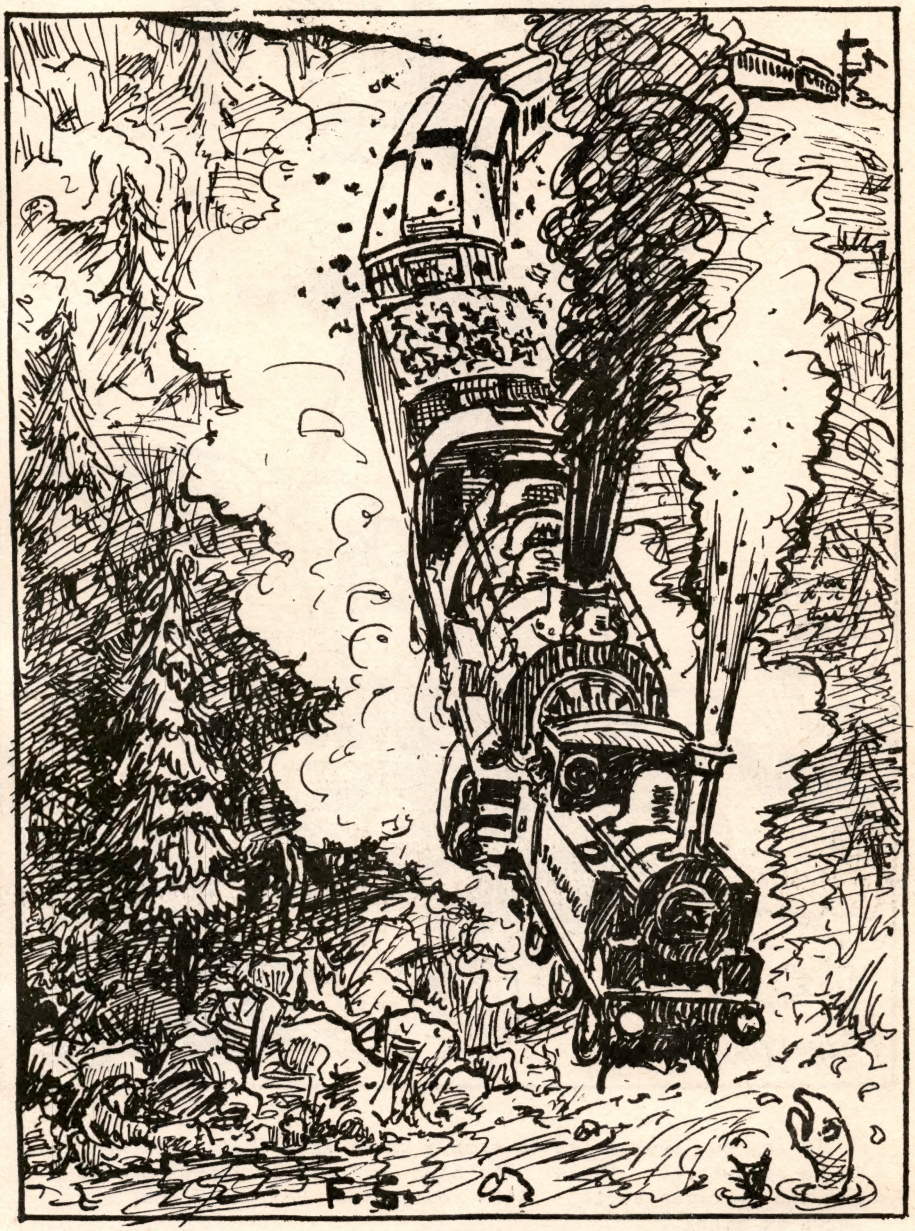
In the final episode of the series, ther is an even worse anachronism the other wa round. We are shown a jagged hole in th steel footplate allegedly made by a "snake head", i.e., a length of rail that has brok en under the weight of the wheels and curl ed upwards to stab up through the "deck



Nothing easier

his was to illustrate the fact that "railoading" is a dangerous occupation - especially for a married man.

It is a fact that "snake-heads" did occur - but in the very earliest days of American railroads, when "very few locomotives were over ten tons in weight" (to quote the book "A Treasury of Railroad Folklore", page 77, Bonanza Books, New York). In those days, the iron rails were just thin straps laid on top of longitudinal wooden battens. They did have a nasty habit of breaking and springing up. The book I have



A double-headed train on the High Dive Branch of the London, Brighton, Gunsight Gulch and Pacific R. R.



If anybody ever tries to stop a train like that, I'll want to be elsewhere. (Note: The bird in the high foreground is not the American eagle. It's only the Hollywood one, and serve it right.)

uoted gives an instance of one snaking up hrough the wooden floor of a passenger ar and transfixing a woman's thigh. For-unately it hit no vein or artery and a octor was able to free her without any asting injury - indeed, she was married ithin a month.

But all that was at least a quarter of century before "Casey" Jones was born or he wood-burning ten-wheeler of the TV eries could have been thought of.

Where was I again? Oh yes, brakes.

Brake hand-wheels, yes, fully in evid-nce on every coach (beg pardon, car). rakemen? No. Nary a "brakie" in the hole crew. No wonder so many crooks man-ged to get aboard that "Cannonball".

The Anti-Oscar for the series, however, ust go to the episode in which a "baddie", or some doubtless good reason which now scapes me, doctored a hunk of the wood-uel with dynamite and then repented and hased the train on horseback to undo his ell deed.

To let him catch it, there had to be a teep gradient.

Nothing easier.

That gallant little wood-burner panted ver more strenuously and slowly (or rath-r, the sound effects department did, with ts two pieces of sandpaper rubbed togeth-r) as the cameraman tilted his camera ore and more. That gradient finally eached a severity not far short, if at ll, of one in one, or 100 per cent, or 5 degrees.

Remember the "proof" that the Jones Im-roved Special Spark Arrester really ar-ested sparks, thus exposing the "baddies" ho set fire to lineside real estate and lamed the train? Before all the assembl-d cognoscenti, Casey put some straw on op of the chimney while the engine stood n the station, with just enough blower on o prevent the fire from choking or blow-ng back through the fire-door.

And lastly, didn't American railroads n the wood-burning era ever super-elevate he outer rail on their curves? (When was his first thought of? - For the ancient oman chariot-races? Perhaps somebody an tell me when it was first applied on ailways: it's one of the many things bout them that I don't know.)

Never mind. The Casey Jones series is a pleasant little show. I've seen it right through three times and shan't mind seeing it another three - despite its many incid-ental absurdities.

But why don't these film people get some-body to tell them how not to run a railroad? Aren't there any retired railroad men in the U.S.A. who wouldn't mind earning a bit extra on their pensions? Even we model-lers would be better than the nobody at all they've obviously got on tap as it is.

None of us would mind faking, mock-ups, models or even the two pieces of sandpaper provided they are realistically used. An example of that was the film "Tall Target", which I saw not long ago on TV, about an assassination plot during a rail journey at the time of President Lincoln's inaugura-tion, on the eve of the American Civil War over a century ago. Real, model or mock-up, the little old "American type" 4-4-0 (not unlike the famous "General" of the same period) was a perfect beauty. Apart from some doubt whether so tiny a loco could have hauled the heavy train of rather-too-modern-looking coaches (cars, dammit), her scenes were glorious, especially the night ones.

Until - oh, gosh! - next morning the train slowed down and stopped in a station. Like this:

"Puff-puff-puff-puff . . puff . . .puff puff puff. puff p - u - f - f p . . . u f f".

If anybody ever tries to stop a train like that in real life, I'll want to be elsewhere!

HIGHLIGHTS.

The W. A. Government specified what is virtually "daylight" conditions for the Leighton marshalling yards near Fremantle. These yards, the largest twin gauge yards in Australia, are 1½ miles long and vary between 100 and 400 yards wide.

Philips installed 262 mercury discharge lamps on four towers, each 150 feet high The lamps are focused to narrow or wide beams, and for the technically minded, pro-vide between one half and one lumen per foot at ground level.

Simon's Railway

by Dick Gutteridge

My second son Simon, eight years old, was showing a marked interest in my "O" gauge layout and had consistently for several birthdays and Christmases pleaded for an electric train "all of his own". There was also a collapsible table 5 feet by 3 feet available, which could accommodate a reasonable HO system - perhaps Santa would help!

Came Christmas morning and joy was unconfined - an 0-6-0 tank, a coach, a couple of box cars and a pair of skeleton log cars were revealed together with a controller and some track. The coach and box cars were standard Triang - but the log cars were obviously home-made in Santa's Workshop. The paintwork on the box cars was also of the same ancestry.

Tracks were connected and the trains ran thick and fast. Came Boxing Day and the controller knobs gave up the ghost! Memo. to Triang: how about re-designing the knob on your transistor controller - the screw attachment is too weak! Some Tarzan's Grip and balsa wood packing reactuated the controller and peace returned.

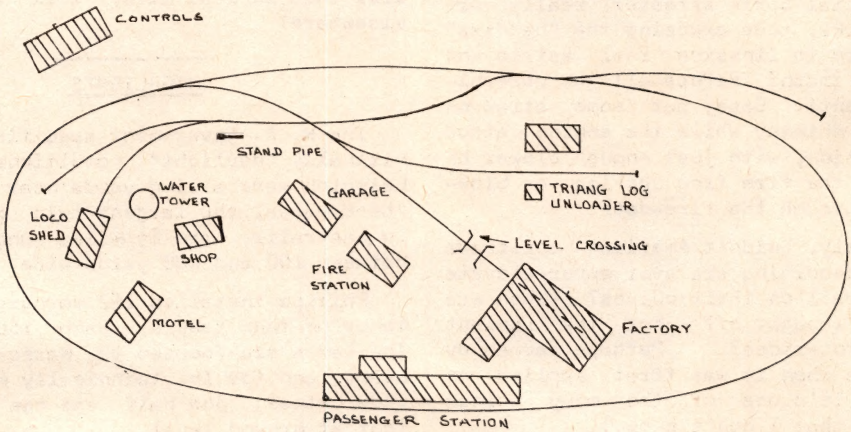
A birthday and sundry investments of pocket money brought further improvements. Some Airfix buildings were purchased and assembled by Simon and his mother, who showed an interesting vocabulary and considerable manual dexterity.

The line proceeded by fits and starts during the year, but the Triang track was not very satisfactory. It obviously was intended to be fixed down, otherwise the curved sections tended to detach and derail the loco. Some extra points were purchased at the A.M.R.A./M.M.R.S. auction and Simon was given the job of designing the final layout - the result is shown below and quite frankly, I think it is a pretty good effort for an eight-year-old boy.

The main industries are the "Crazy Car Factory" served by a car transporter wagon and "Woop Woop's Wood Yard" served by the log cars and a Triang log unloading fleet car (a birthday present). There is agitation for some permanent scenery so grass and made roads may appear soon. Perhaps an odd extension may occur in time as the siding on the opposite side of the layout to the controller rests partly on a desk that just happens to be the same height as the train table.

Operation can be described as variable - at times trains run slowly and sedately, as good trains should - at other times they career at crazy speeds and fearsome wrecks occur.

Buildings and cars also have a tendency to migrate, so that it appears an earthquake has occurred. It says something for the products of Triang that so far no serious damage has occurred, except for a couple of bent couplers.



LIST OF FINANCIAL MEMBERS AS AT 31ST JANUARY, 1968.

NAME			ADDRESS	TELEPHONE
Aa,	L.		5 Harrison Cr., Risdon Park, Pt. Pirie, S.A. 5540	
Ackland,	C.		9 Wyuna Rd., West Pymble, N.S.W. 2073	49-4025
Ackland,	N.		9 Wyuna Rd., West Pymble, N.S.W. 2073	
Ackland,	R.J.		9 Wyuna Rd., West Pymble, N.S.W. 2073	
Adams,	J.	(J)	74 Spring St., Sandringham, Vic. 3191	
Adams,	W.		74 Spring St., Sandringham, Vic. 3191	98-6304
Ahern,	G.B.		61 Riverview Ave., Sth. Hurstville, N.S.W. 2221	
Alexander,	D.W.		37 Glanton Rd., Nth. Shields, Northumberland, U.K.	
Amess,	I.		"Warrawee", Bolinda, Vic. 3432	
Andersen,	A.K.		Crt. House, Box 133 P.O., Gympie Qld. 4570	
Archibald,	D.	(J)	24 Dorking Rd., Cabarita N.S.W. 2137	74-4740
Armstrong,	K.C.		22 Northmead Ave., Northmead, N.S.W. 2152	630-2247
Atkinson,	R.L.		429 The Boulevard, East Ivanhoe, Vic. 3079	
Attwood,	A.J.		2 Cook Rd., Centennial Park N.S.W. 2021	31-8303
Bailey,	M.N.		17 Royena Rd., Moorabbin Vic. 3189	
Baker,	J.		45A Young St., Redfern, N.S.W. 2016	
Baker,	Mrs. J.	(A)	256 Reynards St., West Coburg, Vic. 3058	
Baker,	M.R.		256 Reynards St., West Coburg, Vic. 3058	36-8829
Baker,	W.N.		43 Lett St., Lithgow N.S.W. 2790	
Ball,	J.A.		Lot 21, Campbell Rd., Healesville, Vic. 3777	H'ville 134
Ballinger,	I.D.		45 Ross Cres., Blaxland, N.S.W. 2774	
Barnes,	H.	(J)	All Saints' Vicarage, Moree N.S.W. 2400	Moree 103
Barnes,	V.C.		6 Wakefield St., Rockhampton, Qld. 4700	
Baxter,	I.C.		Box 49, Korumburra Vic. 3950	K'burra 301
Baxter,	R.C.		P.O. Box 76, Caringbah, N.S.W. 2229	
Bennett,	T.R.		Kellerberrin, W.A. 6410	
Berg,	G.		25 The Bastion, Castle Craig, N.S.W.2068	
Bickford,	T.N.		63 Bridge St., Boyup Brook W.A. 6244	
Blight,	J.J.		"Gum Creek", Willbriggie, N.S.W. 2696	W'briggie 205
Boyd,	D.K.	(J)	100 Derwent St., Glebe, N.S.W. 2037	
Boydell,	B.		P.O. Box 28, Scaddan, W.A. 6447	
Brack,	S.	(J)	Flat 1, 21 Benson St., West Ryde, N.S.W. 2114	
Bray,	G.		41 Murrami Ave., Caringbah N.S.W. 2229	52-7330
Briggs,	D.C.		17 Piper St., Yarrawonga Vic. 3730	Y'wonga 3895
Brisbane,	W.D.		2 Moray St., East Bentleigh, Vic. 3165	
Brooks,	R.C.	(J)	10 Bluff St., Hawthorn East, Vic. 3123	20-4276
Brown,	A.J.		1 Gloucester Place, Warragul Vic. 3820	W'gul 22184
Brumley,	R.K.	(J)	Grand Ridge Rd., Mt. Eccles via Leongatha Vic 3953	
Bucknall,	J.C.		C/- A.N.Z. Bank, Loch, Vic. 3945	
Bull,	N.G.		111 Neerim R., Castle Cove, N.S.W. 2069	
Bunker,	C.O.		18 Sturdee Ave., Bulli N.S.W. 2516	Therroul 1076
Bunker,	I.		18 Sturdee Ave., Bulli, N.S.W. 2516	Therroul 1076
Burke,	P.E.		220 Lambton Rd.. New Lambton. N.S.W. 2305	
Burrows,	L.M.		46 Wadham Pde, Mt. Waverley, Vic. 3149	277-4469
Byrne,	K.C.		33 Bristol St., Merrylands, N.S.W. 2160	632-9945
Calder,	A.E.		41 Shackell St., Coburg, Vic. 3058	35-4039
Caldwell,	W.H.		C/- Tim the Toyman, Regent Place, Melbourne 3000	
Carroll,	M.		23 Brandon St., Burwood, Vic. 3125	29-3117
Christie,	J.R.		32 Wana St., Sunnybrook, Qld. 4109	

Clayton,	P.	48 Valiant St., Abbotsford, Vic. 3067	
Cochran,	A.C.	68 Parkstone Ave., Pascoe Vale Sth., Vic. 3044	
Cowling,	K.	13 Baldwin Rd., Blackburn, Vic. 3130	89-7027
Cowling,	S.J.	22 Evan St., Parkdale, Vic. 3195	
Cropley,	R.M.	43 Peace Ave., Warragul, Vic. 3820	W'gul 21102
Crowther,	G.	2 Brampton Court, Vermont, Vic. 3133	
Cutler,	K.A.	26 Inglis St., Mudgee, N.S.W. 2850	
D'Abrera,	D.F. (J)	54 Arthur St., Croydon, N.S.W. 2132	79-1411
Dampney,	A.	42 Pritchard St., Thornleigh, N.S.W. 2120	84-4527
Davies,	T.E.	66 Griffiths Ave., West Ryde, N.S.W. 2114	80-2334
Davis,	W.C.	78 Martin St., Belgrave, Vic. 3161	
Day,	E.B.	239 High St., Willoughby, N.S.W. 2068	40-1173
Day,	L. (J)	239 High St., Willoughby, N.S.W. 2068	
De Havilland,	M.	5 Clifford Ave., Canley Vale, N.S.W. 2116	
Dixon,	M.L.	15 Murray St., East Maitland, N.S.W. 2323	E.M'land 7796
Dobbins,	B.	42 Plateau Rd., Springwood, N.S.W. 2777	
Doherty,	Miss A.(A)	8 Daley St., Pascoe Vale, Vic. 3044	306-8519
Doherty,	E.S.	8 Daley St., Pascoe Vale, Vic. 3044	306-8519
Dowel,	A.N.	82 East Boundary Rd., East Bentleigh, Vic. 3165	
Down,	K.N.	13 Power St., Toorak, Vic. 3142	20-2427
Dunlop,	B.	634 Bell St., Preston, Vic. 3072	
Dunlop,	T.	103 Yarralea St., Alphington, Vic. 3078	49-5561
Dunn,	J.	26 Napoleon St., Roseberry, N.S.W. 2018	67-1542
Dunn,	J.H.	26 Napoleon St., Roseberry, N.S.W. 2018	
Durham,	A.J.	17 Clarence St., Rockdale, N.S.W. 2216	
Eagleton,	D.	11 Kooloona Cr., West Pymble, N.S.W. 2073	49-5056
Edwards,	B.	4 Campbell Gve., East Hawthorn, Vic. 3123	92-3068
Edwards,	K.	16 Finlay Ave., Beecroft, N.S.W. 2119	86-1506
Eisentrager,	T.J.	Box 609, Rockhampton, Qld. 4700	
Elder,	K.S.M.	3 Balmoral Ave., Pascoe Vale Sth. Vic. 3044	36-3789
Ellis,	P.	3 Keiller St., Moorabbin, Vic. 3189	
Ennever,	M.J.	7 Trentina Rd., Turramurra, N.S.W. 2074	
Exton,	W.G.A.	39 Ellesmere Pde., Rosanna, Vic. 3084	45-7445
Fantastic Toyshop		J. DeHorne, 34 Angel Arcade, Sydney, N.S.W. 2000	28-2318
Farhall,	F.R.	4 Relowe Cr., Box Hill Nth., Vic. 3129	89-5756
Featonby,	A.E.	10A Railway Pde., Springwood, N.S.W. 2777	51-1845
Fidler,	G.M.	12 Irving St., Wangaratta, Vic. 3677	21-4905
Fidler,	Mrs.J.(A)	12 Irving St., Wamgaratta, Vic. 3677	
Fordham,	L.	3 Sixth Ave., Eastwood, N.S.W. 2122	85-4336
Friedrich,	O.	Dortmund, Weissenburger Str.23, Germany	
Frost,	E.	P.O. Box 68, Boronia, Vic. 3155	
Gardner,	T.H. (J)	23 Woodside Ave., Burwood, N.S.W. 2134	747-4781
Gattenhof,	M.I.	11 Milner Rd., Artarmon, N.S.W. 2064	
Geelong Railway Modellers		2 Myrtle Ave., Newcomb, Vic. 3219	
George,	P.J. (J)	32 Hull Rd., Beecroft, N.S.W. 2119	84-3096
Gilbertson,	C. (J)	24 Bencoolen Ave., West Ryde, N.S.W. 2114	85-3105
Gipps,	N.	5 Furnell Crt., Toorak, Vic. 3142	
Golding	L.	132 Rowan St., Bendigo, Vic. 3550	

Gorrell,	R.W.	18 Devon St., Nth. Epping, N.S.W. 2121	
Govers,	H.J. (J)	169 Bland St., Haberfield, N.S.W. 2045	71-3354
Govett,	M.J.	C/- Mrs. B. Beard, Cancambo, via Violet Town, Vic. 3631	
Grace,	F.	91 Croydon Ave., Croydon Park, N.S.W. 2133	
Grant,	A.	65 Derria St., Canley Vale, N.S.W. 2166	72-7485
Gray,	D.	26 Ellerslie St., Kingsbury, Vic. 3083	
Green,	E.	5 Muir St., West Richmond, Vic.3121	
Grierson,	J.A.	4 Kitchener Ave., Earlwood, N.S.W. 2206	55-5400
Guest,	M.	31 Birch St., St. Marys, N.S.W. 2760	
Guilliard,	K.H.	220 Canterbury Rd., Sth. Blackburn, Vic. 3130	
Gutteridge,	R.B.	50 Belmore St., Yarrawonga, Vic. 3730	Y'wonga3484
Gutteridge,	S.A. (J)	50 Belmore St., Yarrawonga, Vic. 3730	
Gray,	I.W. (J)	2 Ingalara Ave., Wahroonga, N.S.W. 2076	48-4309
Hagan,	J.	7 James St., Mosman, N.S.W. 2088	96-6711
Ham,	H.	25 Brisbane St., Berwick, Vic. 3806	
Hanley,	P.W.	54 Carinya Ave., Mascot, N.S.W. 2020	67-2291
Harding,	R.J.J.	2 Auster St., Redbank, Qld. 4305	
Harper,	E.	Lot 4, Alexandra Cres. Glenbrook, N.S.W. 2773	
Harper,	H.	Nepean St., Cranebrook, N.S.W. 2750	
Harris,	G.J.	23 Trafalgar St., Mont Albert, Vic. 3127	89-3054
Harrold,	Dr. A.G.	Gympie Tce., Nooseville, Qld. 4566	Noosa Heads 32
Harry,	J.	68 Lahona Ave., Bentleigh, Vic. 3204	57-4406
Harvey,	J.E.	17 Ellen St., Ryde, N.S.W. 2112	
Haustorfer,	F.M.	18 Ibbottson St., Watsonia, Vic. 3087	
Henderson,	A.	4 Simla St., Toowoomba, Qld. 4350	2-6352
Hendriks,	A.	51 Prince St., Mosman, N.S.W. 2088	
Heys,	T.A.	Flat 4, 6 Lower Spofforth St., Cremorne, NSW 2090	
Hicks-Hall,	Mjr. N.	301 Field Workshop, RAEME, Appollo Rd., Bulimba, QLD 4171	
Hindmarsh,	E.G.	48 Coolaroo Rd., Lane Cove, N.S.W. 2066	42-6462
Hinwood,	B.G.	7 Old Sydney Rd., Warwick Farm N.S.W. 2170	
Hinwood,	T.D.	7 Old Sydney Rd., Warwick Farm, N.S.W. 2170	602-8417
Hoare,	B.	C/- Post Office, Harcourt, Vic. 3453	
Holden,	R.G.	197 Jasper Rd., Bentleigh, Vic. 3204	97-2015
Holmes,	H.	30 Huntley's Pt. Rd., Gladesville, NSW 2011	89-1032
Holmes,	K.D.	Red Hill South Vic.3937	
Houghton,	G.	5 Lauchlin Ave., Nunawading, Vic. 3131	
Howard,	L. (J)	"Horizons" 57 Levy St., Glenbrook, N.S.W. 2773	7-1675
Hughes,	M.P.	5 Hunt St., Glenbrook, N.S.W. 2773	71-0145
Hungerford,	W.P.	22 Mill St., Sarina, QLD. 4737	
Hutchinson,	D.	78 Albany Cr., Aspendale, Vic. 3195	
Houseglo,	W.J.	Esplanade, Campbelltown, Tas. 7210	172
Inchley,	E.	General Store, Nyora, Vic. 3987	
Innes,	K.W.	88 Lyon St., Moorooka, Qld. 4105	48-3521
Irvine,	C.	43 Mary St., Merrylands, N.S.W. 2160	
Irving,	P.	34 Clarence St., Penshurst, N.S.W. 2222	
Jack,	B.A.	Flat 2, 42 Hampden Rd., Artarmon, N.S.W. 2064	43-2358
Jaggard,	A.R.	3 Camellia St., Cardiff, N.S.W. 2285	
Jenkins,	P.M.	P.O. Box 24, Warragul, Vic. 3820	W'gul 21419
Jensen,	P.M.	P.O. Box 30, Doonside, N.S.W. 2767	
Johnson,	K.	26 Henderson St., Park Ave. Nth. Rockhampton Qld. 4701	
Johnston,	P.	69 Yarrbat Ave., Balwyn, Vic. 3103	
Johnstone,	I.T.G.	206 Knights Rd., Lower Hutt, New Zealand.	

May,	J.R.		4 Canberra Gve., Malvern, Vic. 3144	50-1644
Meaton,	R.G.	(J)	165 Bayview Ave., Earlwood, N.S.W. 2206	55-1457
Medew,	B.D.		Denison, via Heyfield, Vic. 3858	D'son 284
Medlin,	J.S.	(J)	63 Creek Rd., Mitcham, Vic. 3132	874-6943
Meek,	F.W.		15 Athol St., Yeronga, Qld. 4104	
Melb. Sports Depot,			121 Elizabeth St., Melbourne, 3000	60-1551
Melville,	K.H.		1 Moylan Rd., Glen Waverley, Vic. 3150	232-5320
Michel,	S.		3 Flavelle St., Concord, N.S.W. 2137	74-8528
Michel,	W.S.	(J)	3 Flavelle St., Concord, N.S.W. 2137	
Miles,	N.I.		6 Ayrlic Park, Shelliotts Rd. K'burra, Vic.3950	K'burra 196
Miller,	D.	(J)	P.O. Box 119, Cobar, N.S.W. 2835	Cobar 156
Miller,	M.J.		P.O. Box 119, Cobar, N.S.W. 2835	
Mills,	W.F.R.		4 Cheel St., Oakleigh, Vic. 3166	56-2621
Mitchell,	D.	(J)	12 Bruce St., Glenbrook, N.S.W. 2773	
Moffat,	R.		9 Lagoon Dve., Blaxland, N.S.W. 2774	
Morcom,	L.S.	(J)	No.1 Beach Rd., Toora, Vic. 3962	
Morehouse,	W.J.		6 Outlook Rd., Mt. Waverley, Vic. 3149	27-1717
Morgan,	R.		2 Florence Ave., Nth. Clayton, Vic. 3168	
Mottram,	P.A.		21 Deershurst Rd., Brookfield, Qld. 4068	70-6194
Muchitsch,	A.		19 Cook Ave., Canley Vale, N.S.W. 2166	72-1461
Munday,	J.C.		19 Bank Lane, Guirindi, N.S.W. 2343	G'indi 724
Musgrove,	D.		9 Roma Ave., Padstow, N.S.W. 2211	77-3131
McCarthy,	G.		2/21 Warialda St. Katoomba, N.S.W. 2780	Kat. 1433
McCarthy,	M.	(J)	6 MCDonald St., Warragul, Vic. 3820	
MacDonald,	A.	(J)	16/171 Willarong Rd., Caringbah, N.S.W. 2229	
McDonagh,	D.R.		141 Barber St., Gunnedah, N.S.W. 2380	
MacFarlane,	W.E.		5B Thornton Place, 21 Thornton St. Darling Pt.	NSW 2027
McKeever,	R.		122 Railway Pde., Glenfield, N.S.W. 2167	605-1094
McKinnon	M.		26 Bondi Ave., Frankston, Vic. 3199	783-5711
McLennan,	R.G.		Box 741, Mt. Isa, Qld. 4825	
McLeod,	C.R.		Skye Motel, Holbrook, N.S.W. 2644	H'brook 292
McNabb,	I.J.		11 Paton Rd., Boronia, Vic. 3155	
McNabb,	J.W.		11 Paton Rd., Boronia, Vic. 3155	
McCullough,	J.W.H.		8 Knaith Rd., Ringwood East, Vic. 3135	870-8639
Neal,	B/	(J)	Sir Henry's Pde., Faulconbridge, N.S.W. 2776	
Newell,	J.D.		34 Lawrence St., Nth. Ipswich, Qld. 4305	
Nicholson,	R.J.		7 Barnetts Rd., Berowra, N.S.W. 2081	
N.M.R.A. Inc.			P.O. Box 1238, Station C, Canton 8 Ohio, USA	
O'Flynn,	G.		6 Laurie Crt., Warrnambool, Vic. 3280	
O'Halloran,	E.W.		3 Jersey St., Deakin, A.C.T. 2600	
Oxley Model R'way Club			C/- J.H. Fitzpatrick, 3 Jenkin St. W. Tamworth	NSW 2340
Paech,	W.J.		Leopold, via Geelong Vic. 3221	G'long 501292
Parker,	D.L.		Flat 3, 10 Essex St., Prahran, Vic. 3181	51-8194
Parker,	J.		34 Strickland St., Bass Hill, N.S.W. 2197	72-5348
Parkes,	T.		85 Soldier Rd., Jannali, N.S.W. 2226	528-9047
Paroissien,	D.		6 Gwynne St., Mt. Waverley, Vic. 3149	
Paroissien,	R.G.		25 Haros Ave., Nunawading, Vic. 3131	
Peck,	F.		48 Norman Ave., Thornleigh, N.S.W.2120	
Peck,	G.	(J)	48 Norman Ave., Thornleigh, N.S.W. 2120	

Jones,	E.C.	34 Georgina Ave., Keiraville, N.S.W. 2500	
Joslin,	L.J.	C/- P.O..Ararat, Vic. 3377	
Joyce,	D.	29 McCarron Pde., Essendon, Vic. 3040	
Kaptein,	A.	55 Rusden Rd., Blaxland, N.S.W. 2774	
Kaptein,	H. (J)	55 Rusden Rd., Blaxland, N.S.W. 2774	
Kavanagh,	D. (J)	77 Wilkins St., Bankstown, N.S.W. 2200	709-1847
Kay,	R.J.	C/- Rural Bank, Bellingen, N.S.W. 2454	
Keith,	D.G.	9 Alamein Ave., Carlingford, N.S.W. 2118	
Kells,	A.	Jumbanna Vic. 3951	
Kelly,	P.B.	20 Lee St., Condell Park, N.S.W. 2200	
Kelloway,	P.	5 Moonbi Cr., French's Forest, N.S.W. 2086	40-8854
Kemp,	R.K.	Box 1334, Darwin, N.T. 5794	
Kent,	F.D.	1 Trusty St., Bunbury, W.A. 6230	
Kent,	L.W.	23 Perndale Rd., Normanhurst, N.S.W. 2076	48-5933
Kidd,	J.C.	Ridge Rd., Kalorama, Vic. 3766	Kal. 159
Kimpton,	J.L.	21 Everton Gve., Surrey Hills, Vic. 3129	
King,	L.	C/- O'seas Visitors Club, 180 Earls Crt. Rd., London, U.K.	
Kirby,	G.	8 Duff St., Arncliffe, N.S.W. 2205	
Knife,	P.A.	P.O. Box 156, Morwell, Vic. 3840	
Knight,	J.L.	72 Strathallan Rd., Macleod, Vic. 3085	
Koole,	J.L.	23 Warburton St., Alice Springs, N.T. 5750	
Langridge,	R.K.	23 Scenic Rd., Warragul, Vic. 3820	W'gul 21097
Langridge,	R.W. (J)	23 Scenic Rd., Warragul, Vic. 3820	
Larmour,	G.	42 McMillan St. Yagoona, N.S.W. 2199	70-5074
Larmour,	P. (J)	42 McMillan St. Yagoona, N.S.W. 2199	
Larmour,	Mrs. J.	42 McMillan St. Yagoona, N.S.W. 2199	
Laszlo,	I.M.	19 Jean St. South Tamworth, N.S.W. 2340	
Lean,	A.G.	7 Meteor St., Mt. Waverley, Vic. 3149	
Lees,	D.W.	507 Yarra Boulevard, Ivanhoe, Vic. 3079	
LeGallienne,	M. Flat	78, 1 Surrey Rd., Sth. Yarra, Vic. 3141	
Lemon,	N.A.	3 O'Connor St., Eastlakes, N.S.W. 2018	67-2266
Lemon,	P.J. (J)	3 O'Connor St., Eastlakes, N.S.W. 2018	
Lewis,	R.	22 Metella Rd., Toongabbi, N.S.W. 2146	
Lindeman,	J.P.	335 Catherine St., Leichardt, N.S.W. 2040	56-7810
Lindsay,	Dr. D.G.	34 Tramway Rd., Nth. Avoca Beach, N.S.W. 2251	
Lisle,	H.R.	134 Pine St., Gympie, Qld. 4570	
Little,	T.R.	P.O. Box 46, Nunawading, Vic. 3131	
"Loco Revue"		The Directeur, Le Sablen, Auray (Morbihan) France,	
Lonergan,	J.	49 Gunther Ave., Springvale, Vic. 3171	
Lormer,	G.W.	Wesley Forestry Camp, Healesville, Vic. 3777	
Lothian,	S.A.	92 Parthenia St., Dolan's Bay, N.S.W. 2229	
Lovett,	B.E.	26 Blaxland Rd., West Killara, N.S.W. 2071	49-4659
Lyon,	E.S.	112 Reeve St., Clayfield, Qld. 4011	
Macaulay,	D.	34 Braund Ave., Nth. Geelong, Vic. 3215	
MacMicking,	J.N.	247 Eastern Valley Way, Middle Cove, NSW 2068	
Maddicks,	A.G.	18 Turner, St. East Malvern, Vic. 3145	211-6130
Makin,	J.	34 Marian St., Miles, Western Line, Qld. 4415	
Maloney,	M.V.	1 Mayne Crt., Traralgon, Vic. 3844	
M'chester Model R'way Soc.		C/- Mr. W.H. Tate, 64 Poplar Gve., Sale, Ches. England	
Manning,	G.	85 Rosa St., Oatley, N.S.W. 2223	57-6259
Marks,	H.	56 Judd St., Oatley, N.S.W. 2223	
Maxwell,	F.A.	11 Dempsey St., Nth. Ryde, N.S.W. 2113	

Phillip,	N.C.	P.O. Box 205, St. Marys, N.S.W. 2760	
Ponton,	A. (J)	8 Carnarvon Rd., Nth. Caulfield, Vic. 3161	50-2682
Pratten,	C.H.	"Koolewong", Borenore, N.S.W. 2800	
Precht,	G.K.	140 Nelson Rd., Box Hill, Vic. 3128	89-4134
Puffett,	J.	1A Banks St., Kogarah, N.S.W. 2217	58-0534
Pullen,	J.R. (J)	1 Lima St., Greenacre, N.S.W. 2190	759-8984
Quinn,	E.	34 Downey St., Alexandra, Vic. 3714	
Raddatz,	Sgt. E.F.	Box 741-F, G. P. O., Melbourne, Vic. 3001.	
Read,	N.	3 Augusta St., Strathfield, N.S.W. 2135	642-3833
Redpath,	R.	Cook Pde., Lemon Tree Passage, N.S.W. 2301	
Reeves,	D. (J)	49 Grose Rd., Faulconbridge N.S.W. 2776	51-2173
Reynolds,	G.A.	131 Jameson Rd., Penrith N.S.W. 2750	P'rith 22955
Richardson,	C.E.	18 Lesley St., Burwood, Vic. 3125	29-5899
Ridley,	D.K.	7 Warrandoo St., Waitara, N.S.W. 2077	
Ridout,	H.R.	"Baroola", Walli, via Canowindra, N.S.W. 2804	Walli 11
Robert,	A.F.	11 Sarong St., Dandenong, Vic. 3175	D'nong 29509
Roberts,	K.M.	6 Tyne St., Box Hill Vic. 3128	89-5688
Robinson,	A.C.	Saul St., New Chum, Dinmore, Ipswich Line Qld.	4303
Robinson,	D. (J)	26 Lilac St. Punchbowl, N.S.W. 2196	
Robinson,	J.M.	33 Emu Rd., Glenbrook, N.S.W. 2773	71405
Robinson,	N.J.L.	39 Bena Rd., Korumburra, Vic. 3950	
Robinson,	R.K.	26 Lilac St., Punchbowl, N.S.W. 2196	75-3368
Rolfe,	C.C.	"Candemah", Jeetho, via Loch Vic. 3945	Bena 214
Rolfe,	M.M.	"Candemah", Jeetho, via Loch Vic. 3945	
Rogers,	P.	Box 14 P.O. Doonside, N.S.W. 2767	
Rowling,	B.D.	42 Pemberton St., Parramatta N.S.W. 2150	
Royston,	W.S.	21 Armillan Rd., Moonee Ponds, Vic. 3039	
Russell,	R. (J)	45 Grose Rd., Faulconbridge N.S.W. 2776	51-2292
Saunders,	M.A.	6 Ash Grove, East Malvern Vic. 3145	
Saxon,	A.W.	57 Pine St. Cammeray, N.S.W. 2062	92-6535
Scott,	A.C.	21 Payton St., Canley Vale, N.S.W 2166	72-7530
Seccombe,	M. (J)	14 Yalleroi Ave., West Pymble, N.S.W. 2073	
Semmens,	S.P.	63 Nicholas St. Ashburton, Vic. 3147	25-1838
Shepherd,	C.	14 Beauchamp St., Marrackville, N.S.W. 2204	
Shepherd,	J.H.G.	54 George St., Penshurst, N.S.W. 2222	57-2819
Sibson,	F.H.	C/- A.L.Keil, 22 Constance St. Bayswater W.A.	6053
Simpson,	B.	15 Govett St. Katoomba, N.S.W. 2780	
Simpson,	N.	15 Govett St. Katoomba, N.S.W. 2780	
Sibley,	M.J.	Box 62, Korumburra Vic. 3950	
Siviter,	F.J.	Cottonvale, via Warwick, Qld.4375	
Skehan,	P.	81 Miller St., Churnside Qld. 4032	
Skilton,	J.	1A Sandridge St., Bondi N.S.W. 2026	
Smith,	C.M.	36 Sutherland St., East Malvern, Vic. 3145	
Smith,	F.	102 Richmond Rd., Kingswood, N.S.W.2750	
Smith,	G.S. (J)	17 Main St., Earlwood, N.S.W. 2206	78-8388
Smith,	R.	5 Dowle St., Macleod, Vic. 3085	43-3957
Smith,	W.H.	127 Chirnside St. Kinsville Vic. 3012	
Sneddon,	J.M.	29 Melcombe Rd., Ivanhoe Vic. 3079	49-2799
Starkoff,	G.	20 Martha St., Paddington, Qld. 4064	36-3122
Strangio,	V.	21 Park Cr., Fairfield Vic. 3078	

Street,	N.J.	23 Denman Ave., Glen Iris, Vic. 3146	
Stringer,	R.	"Tulloch Hill", Mickleman, Vic. 3047	
Sudul,	M.	Lot 2, Karingal St., Nth. Croydon, Vic. 3136	
Suggit,	Dr, S.	Andrew House, Wickham Tce., Brisbane, Qld. 4000	62-1671
Swift,	J.K. (J)	40 Alfred St., Prahran, Vic. 3181	51-5451
Symons,	M. (J)	34 Margaret St., Port Noarlunga, S.A. 5167	
Tearle,	W.J.	12 Queens Rd., Hurstville, N.S.W. 2220	57-3011
Templeman,	A.J.	5 Kenilworth Rd., Lindfield, N.S.W. 2070	92-4436
Thomas,	Dr. A.D.	P.O. Box 151, Parkes, N.S.W. 2870	
Thorpe,	N.F.	511 The Boulevard, Ivanhoe, Vic. 3079	49-4525
Tilden,	P. (J)	3 Chisholm Cr., Campbelltown, N.S.W. 2560	
Tilley,	J.R. (J)	47 Magnolia Rd., Ivanhoe, Vic. 3079	49-6485
Tisher,	H.E.	601 Toorak Rd., Toorak, Vic. 3142	24-1258
Titcher,	M.	309 Lonsdale St., Dandenong, Vic. 3175	
Tompson,	R.	17 Patricia St., Westmead, N.S.W. 2145	635-5358
Tonkin,	P.G.	16 Long St., West Broken Hill, N.S.W. 2880	
Townley,	J.	1 Walter St., Korumburra, Vic. 3950	
Traction Publications		P.O. Box 438, Canberra City, A.C.T. 2601	
Treacy,	J.	34 Cambridge St., Rockhampton, Qld. 4700	4482
Treseder,	J.J.	55 Creek Rd., Mitcham, Vic. 3132	87-3953
Treseder,	Mrs.D.(A)	55 Creek Rd., Mitcham, Vic. 3132	
Usherwood,	G.A.	50 West Botany St., Arncliffe, N.S.W. 2205	
Valentine,	D.J.	88 Belmont Rd., Croydon, Vic. 3136	
Waldock,	A.G.	94 Church Rd., Oxford Park, Qld., 4053	
Walters,	W.P.	P.O. Box 570, Lismore, N.S.W. 2480	Lis. 4510
Ward,	A.W.	29 Warbler St., Inala, Qld. 4077	
Wardley,	V.G.	5 Gowrie St., Tatura, Vic. 3616	Tat. 381
Warn,	D.E.	Railway St., Landsborough, Qld., 4550	
W'gul & D'trict R/way Club,		P.O. Box 51, Warragul, Vic. 3820	
Warren,	C.S. (J)	5 Ewan St., Mascot, N.S.W. 2020	
Warren,	H.S.	5 Ewan St., Mascot, N.S.W. 2020	
Warren,	P.E.J.	Murray St., Violet Town, Vic. 3669	
Watsford,	G.D.	43 Centre Rd., East Brighton, Vic. 3187	91-3996
Watson,	A.F.	152 Chatham Rd., Denistone, N.S.W. 2114	85-2418
Watson,	G.R.	93 Fauntleray Ave., Redcliffe W.A. 6104	65-2935
Watters,	A.	2 Warrigal St., Jannali, N.S.W. 2226	528-8418
Webb,	K.	33A Austral Ave., North Manley, N.S.W. 2100	
West,	O.K.	12 Levy St., Glenbrook, N.S.W. 2773	71748
Westerman,	S.St.J.	10 Gardenia Cres., Cheltenham, Vic. 3192	
White,	N.	5 Clairmont Ave., Bentleigh, Vic. 3204	97-4923
White,	R.E.	63 Seymour Pde., Belfield, N.S.W. 2191	642-4575
Wilke,	H.H.	1 Waterloo St., Camberwell, Vic. 3124	
Wilcox,	K.J.	12 Sulivan St., Blacktown, N.S.W. 2148	
Willcox,	J.	59 Coventry St., Montmorency, Vic. 3094	
Wilson,	E.A.	10 Browns Rd., East Bentleigh, Vic. 3165	
Wilson,	R.A.	57 Lady Game Drive, Killara, N.S.W. 2071	
Wing,	A.C.	18 Tillock St., Haberfield, N.S.W. 2045	71-1665
Woolley,	P.R.	5/34 Kings Cross Rd., Kings Cross, N.S.W. 2011	31-4793
Wrigley,	J.A.	140 Cox St., Sth. Windsor, N.S.W. 2756	W'sor 3395
Wrigley,	J.R.	53 Bruce Rd., Glenbrook, N.S.W. 2773	
Yourn,	S.J.	34 Coreen Ave., Beaumaris, Vic. 3193	

The Penn Central

by Ray L. Rhodes

If you have not yet heard of the "Penn ntral", you are destined to do so before ng. The Penn Central is a new railroad mpany which results from a merger of two America's largest, namely the Pennsylnia R.R. and the New York Central R.R. ese two lines, competing for business in ch of the Eastern States area, have been shing each other towards bankruptcy for ite a while. A merger appeared to be e answer.

However, agreement between railroad mpanies, difficult as it is, is not the ly requirement for a merger in the United tates. The merger must receive the O.K. om the I.C.C., a government commission t up to protect the interests of other rties affected - the passengers, freight stomers, employees, and the nation in neral. The parties to the merger had make many concessions during negotiaons. They agreed to take over the bankpt Newhaven R.R. - they gave the brotherods of railroad employees a guarantee at no one would be sacked, but only reaced after retirement or death.

The new railroad has $6,300,000 in ssets, will operate on 40,000 miles of ack in fourteen states and two Canadian ovinces, using 4,200 locomotives, 195,000 eight cars and 4,937 passenger cars.

The corporation has many other interts. For example, it is the nation's rgest landlord, with property ranging om New York hotels to parks in Texas.

The Penn Central also has a nice little rse to spend, about $500 million in ct. Most of this came from the sale of e Long Island R.R. to New York State in 66, and from the gradual sale of the rfolk and Western and the Wabash. Estated savings from the merger are expect- to be about $80. million a year, rangg from hardware purchases (they buy 0,000 kinds) to elimination of competing utes. Computers are busy to print out st which lines are needed, just what new nnections and freight handling yards are cessary. It doesn't need a computer of urse to see that the "water level" route om New York to the north-east will be eferred to the old Pennsy route, which ascends to nearly 3000 feet over the mountains of Western Pennsylvania. Altogether it is planned to eliminate about 1000 miles of duplicated routes.

THE FUTURE.

The "Penn Central" has a lot of problems to iron out which result from the merger. As the President, Allen J. Greenough says, "This is a big dog with a lot of fleas. We'll be scratching for a long time."

Apart from this, they have many interesting projects on their plate. One of these is to find a way of enticing passengers back from the airlines, but only on the dense "corridors". It has been accepted by railroads that they cannot compete with airlines (for passengers) on the long haul routes. The famous "Twentieth Century Limited" made its last run in December last. The Californian "Zephyr" is on the way out. Southern Pacific's "Lark" services, running between Los Angeles and San Francisco, are running with a crew of 21 per train to carry an average of two busloads of people, whilst the airlines on that section offer 10,000 seats daily!

Railroads have far greater potential to improve travelling time between cities separated by about 200 miles maximum, as most of the airline times at these distances, are made up of airport travelling and loading times.

The Penn Central has allotted $45,000,-000. of its own funds in addition to $11,-000,000. from the U.S. Department of Transport to set up a fast service between Washington and New York. Track and trains have been built already and test trains are running at speeds up to 150 m.p.h. It is anticipated that service running times could be cut from the present four hours to little over two hours. This would at least equal airline times.

Most of the dollars earned however, will be from freight hauling, for a long time yet. Big improvements are aimed in this direction. The N. and W. recently ran a 500-car freight train using six locos, radio-controlled from one engineer. In January this year, Sante Fe started a

"Super C" freight service from Chicago to Los Angeles in 34½ hours, which is five hours faster than the famous "Super Chief". You can now "Rent-a-train" - 86 car train for $1,000,000. a year, and run it as often as you like! Railroads are advertising that they can cut the European deliveries to the Far East by freighting in containers - ship-rail-ship, in 28 days against 44 days by ship all the way via the Panama Canal.

By now, the new Penn Central has probably chosen a new colour scheme, or at least a new herald, so all of you pre-merger Pennsy and N.Y.C. enthusiasts will have to get busy with the Decals (or run a vintage railroad!) You modellers of other lines need not laugh either. You can rest assured that many other mergers are on the way, several in an advanced stage of development.

COMPETITION RESULTS.

NOV./DEC. JOURNAL.

BEST ARTICLE.

"Benchwork Without Tears". Congratulations, Maurie McKinnon. This article will be a reference for quite a while.

BEST PHOTO.

"A.R.H.S. Special Arrives at Helidon". Congratulations to Philip Mottram.

ROPE POWERED TRAINS.

The first passenger trains in and out of Liverpool Street Station, London, were operated by a rope, as the grades were too steep for the locos to work. The rope was attached to a stationary steam engine, and was in use between Lime Street and Edge Hill until 1870.

London's Euston Station was also rope operated from its opening in 1837 until 1844.

A rope was in operation at Cowlair's outside of Glasgow as late as 1909.

Our Journal

We have a large axe to grind. Most o us usually have, but this one is a two edged one for us because the greater th response to this letter, the greater th amount of work for us.

We - that is, the National Committee o A.M.R.A. - are anxious to obtain many many more advertisers for Journal. I works this way: The more pages we ca print for advertisements for Journal, th more dollars the committee can put asid away from the cost of printing. Thes dollars can then be diverted to the pro duction of a perhaps larger and better pr duced (printed) Journal. We are not sat isfied with Journal. It would be a sorr day if we were content to sit back and le it plod along. We want to make Journal better looking magazine, one which member are eager to obtain, with plenty of art icles and information inside about ou hobby. We feel that by including more ad vertisements about the hobby, we shall b doing not only the advertisers but th members a service. The one wants what th other wishes to sell, and what bette method of spreading the news around tha in a magazine which is devoted 100% to th hobby.

It has been proved that the averag model railway enthusiast spends about fiv dollars each week on his hobby. If yo multiply this by at least two thousand possibly more, for the enthusiasts who ar club members, and many more hundreds wh are lone wolves who do not belong to club it adds up to a very nice amount to go t someone. Someone? Why of course, th hobby shop proprietor, who else?

So if any member knows of any hobby shop proprietor who might be interested i increasing his trade, please send his nam and address to us at the address belo We'll do the rest.

Letters to:-

Ken Elder,
Advertising Manager for Journal,
c/- Box 4562, G. P. O.,
MELBOURNE, Vic. 3001.

Telephone:-
Office - 60-1391. Home - 36-3789.

The Electrical Side

Fourth in the Series for Beginners by Allan Dowel.

As volumes could be written - and indeed ave been - about electricity and model ailways, I am not going to attempt to rite another here. Rather, I am going o list, in chronological order, a series f precise "dos" and "don'ts" which should nswer the first questions of the newcomer, nd perhaps stimulate a few second thoughts n some of the "old-timers".

I cannot emphasise too much that most odel railway manufacturers are primarily oy manufacturers. To survive in this arket, the products must be made for a rice which will sell. Thus the methods nd materials used are not always those hich would be used if the prime market as for modellers. You will do best by icking some of the better commercially vailable parts and building others your-elf. No completely commercial control ystem will match the one you make your-elf.

. First, do buy the American publication "How to Wire Your Model Railroad" by Linn Westcott, the editor of the monthly magazine "Model Railroader". This will most likely be the best $2. you will ever spend on the hobby. It covers theory and practice from the setting up of the first boxed train set to specialised control features used in the largest layouts. It is well illustrated and easy to follow.

. Do buy an "uncontrolled" 12 volt D.C. power supply, rather than a full power supply with combined speed and reverse knob on top. The current output should be at least 1-1/2 amps, and preferably more. You will enjoy the following advantages:-

(a) The bulky part of the whole supply and control system can be kept off the layout - underneath - on the floor, wall, etc.

(b) 230 volt wiring is kept well away from the layout which is convenient and safer.

(c) Controllers (for speed and direction) can be of the full 360 degree range type, instead of the more usual "centre off" types. This, the scheme which uses separate reversing control, is closer to the prototype, and will allow you to have "reverse loops" in your layout.

(d) You can make the speed and reversing controls yourself, which will be cheaper to build and maintain. An article on construction of a well proven controller will appear shortly.

You may ask why the minimum of 1-1/2 amps? Well, 1-1/2 amps is the smallest power supply which will run two trains without overloading the supply, and it is good business to plan for two trains running simultaneously. The extra cost of the larger supply is far less than that of a second supply later. A 2 or 3 amp supply is even better, as it will either run more than two trains, or give better regulation. A power supply is said to have "good regulation" when the starting of a second train does not visibly affect the running of the first train.

Summing up, a medium layout (two trains running) needs at least 1-1/2 amps. A large layout (4 - 6 trains running) is best served by a system known as "split potential" which requires two separate power supplies each with an output of 2 to 3 amps, so this first power supply can serve you for life, if your choice is wise.

3. As soon as you buy that second train or loco, having put quite a deal of thought into the track layout, do use the "twin cab" type of control. This is well documented in many model railway electrical books. Briefly, it consists of the following steps:-

(a) Divide the track plan into many sections. A section is the largest possible area of track that only one

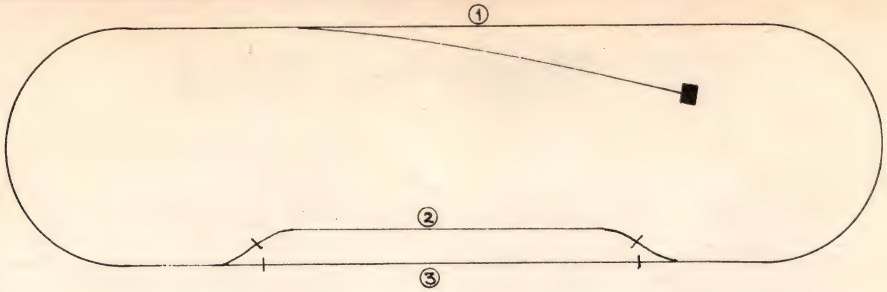


Fig. 1.

THE LAYOUT DIVIDED INTO ELECTRICAL SECTIONS.
(INSULATE BOTH RAILS AT PLACES MARKED —|—)

train would be in at one time. Fig. 1. gives you the idea. Dead end sidings can generally be disregarded as they are powered only when the points are set for that siding.

(b) Insulate both rails where each section joins the next, either by saw-cutting, using a double isolating rail, or by fitting two insulated fish plates.

(c) Draw a scale plan of the layout on paper, substituting 45 degree lines for each quarter circle of curves.

(d) Take a piece of hardboard 12" longer than the length of the drawing, and frame it with 3" x 1" timber (on edge).

(e) Draw the track plan (with a pencil line) in the centre of the board. This will leave 6" clear at each end. (Fig. 2).

(f) Cut holes suitable for the typ of "D.P.D.T." (double pole, double throw centre off switches which you decid to use, one for each section. Th best switch to use is the P.M.G. "ke switch". These are available to mem bers from member John Yourn, 33 Coree Avenue, Beaumaris, Victoria, for 20c each (plus postage).

(g) Paint the face of the board in light enamel grey (undercoated first of course).

(h) Fix the "track plan" to the boar using Dymotape or similar. You ma have to use only half of the width a purchased. You can if you wish us different colours for main and branc lines, etc. Leave obvious gaps wher sections start and finish.

(i) Fit the key switches in thei holes. Fit two controllers, rever

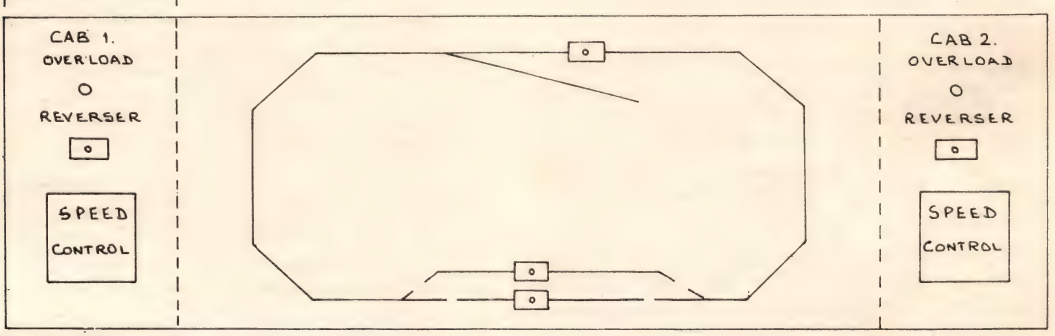


Fig. 2.

INDICATES KEY SWITCH 2¼" x 1⅛"

THE DIAGRAM IN DYMOTAPE ON THE CONTROL PANEL

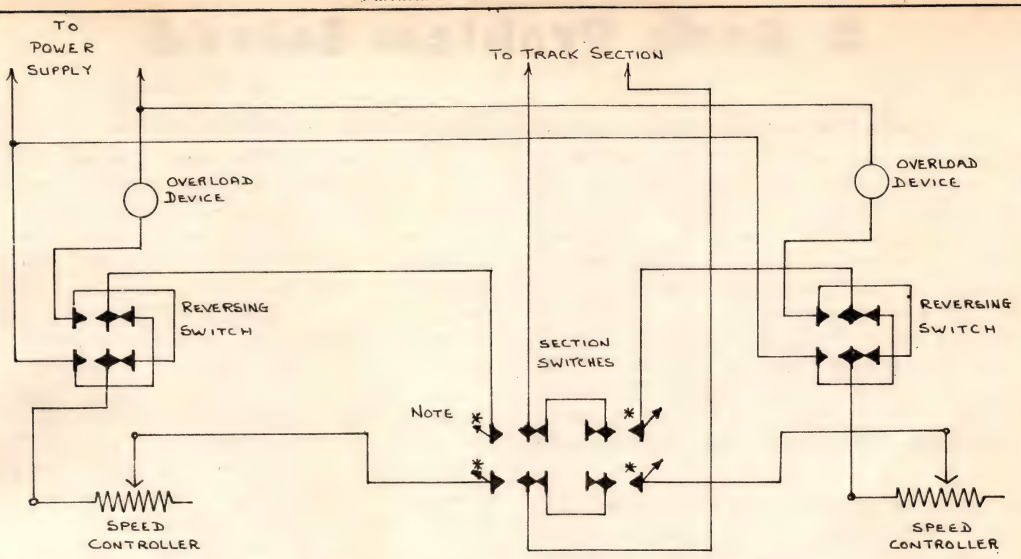


Fig. 3.

ing switches and overload devices of your choice, one at each end of board.

(j) Wire up the whole as per the basic diagram in Fig. 3.

(k) Fix the board to the layout. One way to do this is with "slip pin" type hinges.

(l) Wire two wires from each key switch to its two section rails.

(m) Wire two wires from the board to the power pack.

This twin cab system gives you full flexibility - one or two operators - any train route on either controller.

To operate this layout, you simply move the section key switches of the route desired, in the direction of the cab you wish to use, and away you go.

Do use electric point motors for any point which cannot be conveniently reached by hand. Another article will appear shortly on a very efficient point motor which can be made from a disposals relay. (We have arranged for you to be able to purchase these relays for 50 cents each). The article will include details of various operating switches.

5. Whether you build the above point motors or not, do not rely on the blades of the points to electrically power the frog of the points. Good quality point motors have special contacts for this purpose. Many points have small contacts which touch the underside of the point blades, but the relay contacts of the home-made point motors are second to none for this purpose.

6. If your layout is a portable one, or if your control panel has to be detached from the layout after each operating session, do use a reliable plug and socket system. The Editor can supply new 20 pin plugs and sockets of top quality for 50 cents per pair(plus postage).

Well, now you have progressed from the toy train to the model railway stage. If you follow these rules, you will have maximum facilities and reliability at the lowest cost.

A Basic Problem Solved

by A. Dowel

This topical article is a reprint from Journal - November, 1961.

Number one problem for most of us is money, but don't get the idea that I am going to solve that one; however, surely number two problem is space. My space problem was a typical one and you may be interested in my solution. I live in a house, I have a garage and a car lives in the garage; above the car there was space, and what is more, 18 feet by 10 feet of it. This surely showed possibilities for quite a fair sized OO layout, if only I could arrange some economical lifting arrangement.

The problem resolved itself into two sections, one of which was a suitable cable and pulley system and the other a suitable winch. After wasting money on verandah cord, the first part of the problem was finally overcome by using 1/4" wire rope obtained from a marine supply store. These people measure rope by circumference, so this 1/4" wire rope is actually only about 3/32" diameter. It has a great many strands, is used for launching gliders, has a breaking strain of about 10 tons and is rust-proofed. It is flexible enough to pass easily around a 1/2" radius curve. I paid 1/- per yard for mine.

I finished off the layout ends of my wire by passing it around thimbles, which cost only a few pence at the same place. Instead of paying for costly splicing, I made tiny plates of 1/8" steel, 1/2" x 1/4", with two 3/32" holes about 1/4" apart. I passed the end of the wire through one hole, around the thimble, through the other hole, and then knotted the end. Surely nothing could be cheaper or safer. These loops are then attached to four large cup hooks at four points on the sides of the layout, which incidentally is 15 feet by 4 feet.

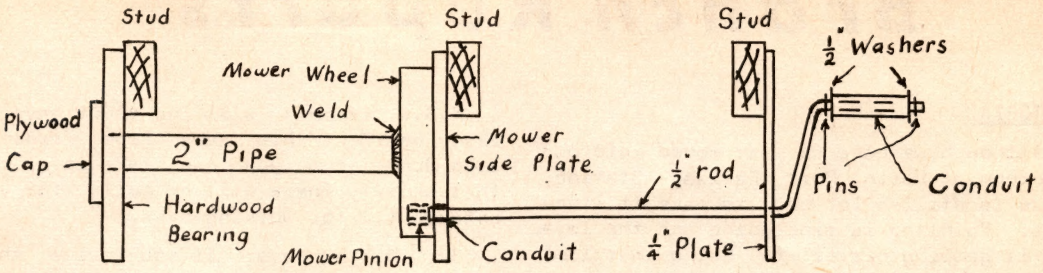
All pulleys were the smallest type of verandah blind pulleys, which were available in "side" and "lazy" types for 1/- and 3/- each respectively. I knocked the axle pins out and replaced them with 1/4" bolts, but was told that I was too fussy. Here, incidentally, are two tips. The pulley frames are cast iron, which does not bend, in case you do not know. Secondly, tin the wire rope with solder before cutting it or you will be in real trouble with frayed ends.

Now we come to the second stage. The o vious requirement for the winch was so form of gear reduction mounted on the wa studs and this spelt money, until someo suggested using portion of an old la mower, which is certainly easy to come these days. I used the following part one mower side plate, one mower wheel, o mower pinion, two feet of 2" water pip three feet of 1/2" round steel rod, o piece of 1/4" steel plate about 10" x 1 for a 1/2" rod bearing, one piece of 1/ steel plate about the size of the mow wheel, six inches of 1/2" internal ele trical conduit, one piece of hardwood abo 8" x 4" x 1" for a 2" pipe bearing, o piece of plywood 3" x 3", four 1/4" x bolts and nuts, four 1/4" x 2" bolts a nuts, two 1/4" x 3" bolts and nuts, two split pins, two 1/2" washers and one nail.

I mounted the mower side plate on a st using two 2" bolts, and the first piece 1/4" steel plate, with a 1/2" hole in i on the next stud with the other two bolts. The 1/2" hole must be in line wi pinion hole of the mower plate. The 1/ rod can now be shaped into a handle, lea ing clearance for the knuckles when y are winding. Hold the rod in a vice a use the piece of pipe as a lever. Sli a washer on to the handle, then a suitab piece of the conduit and then the oth washer. The handle can then be drill outside the washers for the split pins.

Place the balance of the conduit ov the other end of the 1/2" rod. Place t pinion on to the conduit, teeth last, a drill a hole right through all three, wi enough to just clear the 3" nail. F the nail, cut off leaving about 1/8" pr truding, then rivet the protrusion ov the pinion. (Slide the handle through t two bearings before riveting).

The 2" pipe must be welded to the lar piece of 1/4" plate and the plate is turn bolted to the mower wheel outsi Watch that the heads of the 1" bolts cle the pinion inside the wheel, or bett still, drill and tap the mower wheel a use shorter bolts from the outside. Was ers of various thickness can be fitted b tween the plate and wheel to make the pi



un true in its distant bearing.

The hardwood block must be drilled with n expanding bit or hole saw, to clear the " pipe, then fitted to a third wall stud, o line up with the pipe, with the wheel n position.

Before final assembly, I drilled 3/32" oles into the water pipe to anchor the able. I countersunk these holes to take ff the sharp edge then passed the cable hrough and knotted it. I also put a mear of grease on the gears and bearings, ot forgetting the 2" hole in the wood.

Assemble the whole works, then screw he piece of plywood over the outside of he 2" hole to keep the wheel in position on its bearing. All that remains is to fit four permanent wire safety hooks on to the rafters to reach the cup hooks when the layout is up, and arrange a similar wire clip to retain the winding handle, and we are in business for little more than one pound.

One last tip: I use 4 mil. polythene film (six feet wide) to cover my layout and protect it from dust and moisture and it has really paid off.

I have not shown measurements in the diagram as they will vary with your own requirements.

TREES.

by Ken Elder.

Far too few layouts these days have ufficient trees and foliage. The reason, eems to be that commercially produced rees cost too much if purchased in quan- ity, and the majority of the remainder of odellers who do not have that kind of oney anyway, simply do not have the time r the patience to make trees from wire, ichen, linseed oil, etc., that many of he masters use.

Well, how about utilising very small ieces of Tea Tree? You can obtain very any suitable "trunks with branches at- ached" from a small piece of dead Tea ree.

Foliage for your trees? Easy. Just ut mum and the children into the car and ake a trip to an ocean beach. There you alk along the shore and look for pieces f "curly sea-weed". They look like round ieces of delicate fern held together by ong pieces of stem. These are washed and allowed to dry naturally. (Try not to al- low them to be crushed whilst drying). They dry into several shades of brown. I prefer to use them in this colour, but you can colour them with a mixture of green water colour and Aquadhere, which seems to effectively keep the colour on the weed. When you want to create a tree, merely take a piece of your Tea Tree cut to cor- rect size and put pieces of the weed on to the branches. (They will stay there if you put some Aquadhere on to the branches first. Aquadhere dries colourless so does not show when the tree is completed). Then when it is dry, either colour the foliage if required or leave "as is". A large quantity of these "trees" can be seen on the M.M.R.S. layout made in exactly the same way. Bushes can be made by using the weed in clumps.

Branch Reports

VICTORIA.

Although we have at last moved into our clubroom at North Port Railway Station, there is still a lot to do to make it liveable. Painting is proceeding and the layout is getting nearer to being installed. When we finally get everything secure, there will be at least two meetings each month. For a while there will be work to be done on getting the layout to exhibition standard, although it will be fully operational when it is installed.

If you have not yet seen the clubroom, our meetings are still held on the second Thursday of the month, so here is your opportunity. Our annual elections are held in March, but unless I can persuade the Editor to hold up the Journal or allow me a Stop Press, I won't be able to let you know the results until the next issue.

The Committee has had to discontinue sending out reminder notices as they were eating up too much of our funds, so NOW is the time to make an entry in your diaries on the second Thursday of each month. We will in all probability send out notices quarterly, or at least half yearly, to let metropolitan members know what is on our programme.

REX LITTLE,
Victorian Branch Secretary.

N. S. W.

Well!! Well!! We have been reporting on various blocks of land suitable for N.S.W. clubrooms for some now now and it appears that we may have something tangible at last.

Despite the postal strike news "blackout", we have successfully tendered on a block of railway land at Lidcombe and thanks to the efforts of our Vice-President, Ivo Bunker, we look like purchasing a suitable block of land and building at Chapel Lane, Rockdale.

This latter proposition is very interesting and the Branch is at present lodging Council Application as well as negotiating the necessary contract to purchase.

N.S.W. members will no doubt have al ready heard of this news from Presider John Dunn, but you can take it as rea that shortly there will be calls for vol unteers (,) for working bees.

So, N.S.W. boys, if you feel a shar pain in any portion of your anatomy, don' worry but do re-act: it will be the Sta President's finger pointing your way.

RUP ACKLANI

News From Other Clubs

International Convention Of Railway Modellers — 1970

The Melbourne Model Railway Society hs advised that the above Convention whic they are sponsoring is to be held durir the Moomba Week in March, 1970. Visitor are expected from U.S.A., Britain, Europ and New Zealand and Lynn Westcott and hi wife have already accepted their invitati to come. As many private layouts as pos sible will be required for evening visit by visitors to the Convention and anyor interested in having his layout considere for visiting is asked to contact th M.M.R.S. Secretary, Ted Frost, at 874-036 (office).

The complete programme has still to b finalised but if interested persons cor tact Ted he will ensure their names ar placed on the list and any further inform ation will be forwarded when available.

It is expected that total cost of th Convention for an adult will be in th region of $50. - this does not include ac commodation. One of our better hotels i co-operating with the M.M.R.S. so that al visitors will be under the one roof. Th initial luncheon and final dinner will al he held at the hotel.

The support of all enthusiasts is hope for to make the week a great success.

Pop Valve

) the Editor,
A.M.R.A. Journal

ear Sir,

Please allow me this opportunity to say Thank you!" to the many people who made hings so much more interesting during the ime I spent as Federal Secretary and also ublisher of this magazine.

Many times I wanted to give up and let omebody else take on the various duties, et when the time came, it was with many ad thoughts that I reluctantly resigned rom office, due to failing health and al- o in fairness to my family.

There can be no priority among those embers to whom I have written and whom I ave met during those years because they ll have contributed towards that marvel- ous feeling of goodwill which exists in his Association.

Members of the Federal Committee, in or- er to make my lot easier, travelled up to 60 miles each month, so that all meetings ould be held at my home. Members of the arious Branch Committees have always been o very co-operative - and those private embers who have so frequently written to e - the staff of the Korumburra "Times", he printers of this Journal - and then ou, Allan, who despite our occasional dif- erent viewpoints, were always so ready to elp - have all contributed to making me eel that I was among very wonderful riends. Wonderful friends in a very orthwhile organisation.

May I therefore extend to all, my very umble thanks, and hope that the New Year rings many golden opportunities and much appiness to you and yours.

God bless you all!

Happy modelling.

Sincerely,

(Sgd.) CEDRIC ROLFE.

Shop Spy

SYDNEY HOBBY SHOPS.

J. Searle and Sons, 315 Pitt Street, Sydney, (Phone 26-5737) have a number of Tyco streamlined passenger cars at a substantially reduced price. Also noted were goods wagon kits of the same manufacture. A full range of Hamo is now stocked and a number of Triang and Fleischmann specials are on sale.

Hobbyco Pty. Ltd., 561 George Street, Sydney, (Phone 61-9655) now stock several much improved Arnold Rapido N gauge items, including an F.7 diesel loco. "Jouef", a new name in Sydney, have some fine models in OO.9 or HON2½ scale, these being a couple of small locos, passenger cars and side tipping wagons. These moderately priced items are very similar in appearance to Eggerbahn. New Faller kits, based on prototype, are starting to arrive.

The Fantastic Hobby Shop, Shop 34, Angel Arcade, Sydney, (Phone 28-2318) have a full range of Peco N gauge items, in addition to the regular items stocked.

Berg's Hobbies, 111 Macquarie Street, Parramatta, (Phone 635-8618) now have a number of "old favourites" again in stock. including Northeastern timber, Central Valley trucks and Floquil paints. Some more N gauge items are also to hand. At the time of going to press, we were advised that the next kit in the N.S.W.G.R. goods rolling stock series will be that of a GRC reefer. As you read this, the kits may have arrived.

COLIN GILBERTSON.

J. SEARLE AND SONS (Est. 1897).

Full range Marklin sets HO and Marklin Hamo 2 rail. Sets from $30.
Rokal TT with the new solid nickel track Sets from $10. Eheim trolley buses in HO Eheim N Gauge fountains with famous Eheim pump. Seuth Products. K. T. M. Shinohara. Eggerbahn N Gauge.
315 Pitt Street, Sydney, N.S.W.

msd
121 ELIZABETH ST. AND AT
REGIONAL SHOPPING
CENTRES
EASTLAND— and
at 56 WELLS ST., FRANKSTON

Fleischmann

Rivarossi

Tri-ang HORNBY

Playcraft

AIRFIX

PECO

VOLLMER

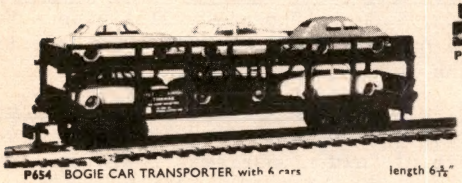
New



P626 BEER VAN length 4¼"

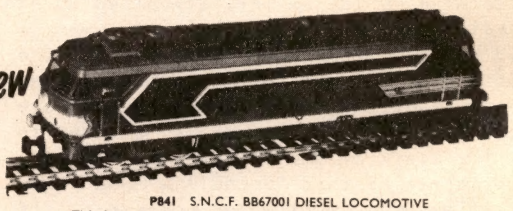


INCLINE PIER SET

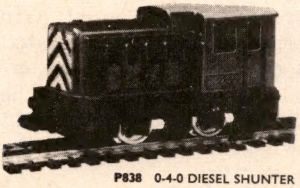


P654 BOGIE CAR TRANSPORTER with 6 cars length 6⅞"

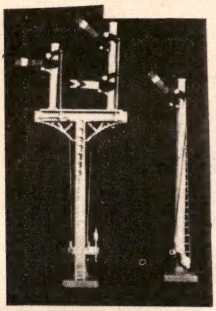
New



P841 S.N.C.F. BB67001 DIESEL LOCOMOTIVE
This loco requires transformer with minimum output of 25 amps.

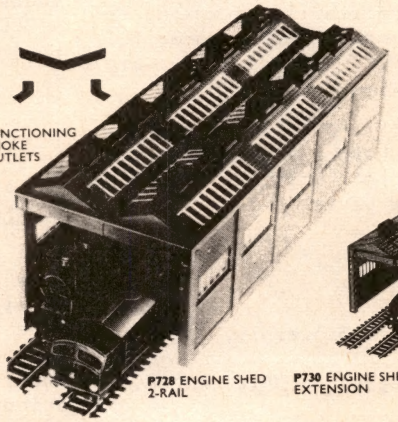


P838 0-4-0 DIESEL SHUNTER



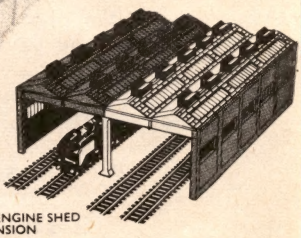
P683 SIGNAL KIT

FUNCTIONING SMOKE OUTLETS



P728 ENGINE SHED 2-RAIL

AND EXTENSION SET



P730 ENGINE SHED EXTENSION